

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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THE APPRAISAL OF CONTENT IS TENTATIVE.  
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SOURCE:

GENERAL

- During the last six months of 1952, a skeleton organization existed at Ruegen Harbor, which was primarily concerned with getting the Ruegen Harbor Project underway. However, through December 1952 and the first half of January 1953, a complete organization evolved which was to take full responsibility for the Ruegen Project and other construction projects.
- The "planning" half of the Ruegen Harbor organization was primarily concerned with plans, procurement of equipment, schedules, etc. Many of the members of this group expected the end of their responsibility sometime during the year.

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NAVY review(s) completed.

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RUEGEN HARBOR ORGANIZATION

3. A Governing Commission (Regierungs Kommission), which had complete authority, was responsible for meeting deadlines as well as attesting to the technical perfection of the entire construction work. The personnel of this commission were as follows:
- a. Director -- RAU
  - b. Minister of the Interior -- STOPH; he will undoubtedly become Minister of the National Armed Forces.
  - c. Vice-admiral VERNER, a deputy Minister of the Interior and director of the HV Seepolizei.
  - d. Lt. Gen. WEINBERGER, a deputy Minister of the Interior.
  - e. SCHOLZ, deputy of the Central Commission of the SED; included to control and guide all police affairs (rearmament, construction, equipment, arms) for RAU.
  - f. State secretary MAYER, director of Building Administration the Ministry of the Interior.
  - g. State secretary HAFRANG, Ministry for Construction.
  - h. Director SPIESS, director of the Bau Union North.

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4. The purpose of the Ruegen Harbor Technical Committee (Techn. Bierat), with its six special commissions (sections) was to assist the Governing Commission. The preliminary plans created in the Projects Office were sent to the Technical Committee before being confirmed by the Governing Commission. The data was then discussed in the appropriate expert section. Only after the addition of positive approval could the preliminary plans be approved by the Governing Commission.
5. The Technical Committee Secretary was SCHADOW, of the Ministry of the Interior, Berlin. Other members of the Technical Committee were:
- Engineer WOBUS - State Secretary - Building
  - Engineer BUBL - State Secretary - Building
  - Engineer HAGEDORN - Building Union Dresden
  - Engineer MUSSGEUS - Technical director of Ruegen Harbor Project Office.

Section 1 - Special Commission Traffic (Fachkommission Verkehr)

Chief director - STALMER - Railroad  
 Chief director - KEUL - Shipping  
 Chief director - ? - Trucking

Section 2 - Special Commission Engineering Construction (Fachkommission Ingenieurbau)

Ministry for Construction - WOBUS  
 Bau Union Brandenburg GLOECKNER  
 2 other members

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Section 3 - Special Commission, City Construction (Fachkommission Staedtebau)

Architect - PRISTERNIK, Building Academy, Berlin  
 Architect - WILKEN - Project Office, Stralsund.  
 2 other members

Section 4 - Special Commission, Building Materials (Fachkommission Baustoffe)

? - Director of the Chief Administration for  
 Stones and Clays, Berlin

Dr. PATSCHKE - Building Material Testing, Weimar  
 Prof. FINGER - Building Material Testing, Weimar  
 2 other members

Section 5 - Special Commission, Technology (Fachkommission Technologie)

KLEWITZ - Until recently, technical director of  
 the Peoples Shipyard, Stralsund; now  
 with the Seepolizei

KUENZEL - Chief Administrative Ship Construction,  
 Berlin

SOHLAG - Shipbuilding Construction Office,  
 Wolgast

4 other members

This commission discussed and formulated the  
 technical guides, data and figures as well as  
 the flow of work in the individual shops to be  
 used as a basis for the construction schedules.

The best specialists in the following fields  
 would be called in as the case demanded:

Transportation and lifting equipment  
 Shipbuilding  
 Motor construction  
 Ship engine construction  
 High and low voltage  
 Armament  
 Arms  
 Fuel, etc.

Section 6 - Special Commission, Oceanology and Hydrography (Fachkommission Hydrographie)

Dr. BRUNS - Chief Administration - Seepolizei  
 Prof. OHDE - Director of Shipping, Berlin  
 ZSCHIESCHE - Director  
 2 other members

6. All preliminary plans were collected and compiled in the Project Office of Ruegen Harbor. The measurements, in general, were given by VERNER. He appeared only as a liaison and brought me the demands and wishes of the Soviets. During the preparation of the Ruegen Harbor Project.

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engineers available to carry out such extensive construction projects. After the preliminary plan was compiled in the Project Office, discussed by the Technical Committee and the Special Commission where it was approved, it was accepted by the Governing Commission.

7. The approved preliminary plan then went by way of the Building Administration of the Ministry of the Interior to the Project Shop in Stralsund. The former VEB industrial planning director for Stralsund, WILKEN, an architect, was taken into the Ministry of the Interior on 1 Jan 53 and was to make the blueprints for Ruegen. Thus all finished drawings were compiled here. The Project Office checked the plans in order to decide whether the technical treatment conformed to the preliminary plan before endorsing them. The plans for machinery, equipment, electric installations, etc., were to be made with the closest cooperation between the Ruegen Project Office and the appropriate authorized project offices of the various ministries. A controlling engineer with three assistants in the Project Office at Ruegen constantly visited the individual offices to clarify current problems. An engineer, together with three assistants, was in the Ruegen Harbor Project Office and was responsible for technical supervision and meeting deadlines. He was also to have a decisive voice in the final acceptance of the work.
8. The Project Office was located in Stralsund, in a building south of "Object - Schwedenschanze". Operations were scheduled to start during the week of 19-24 Jan 53. The managing personnel were to be procured from the planning office in Stralsund.

#### Personnel Plan

|                    |                |
|--------------------|----------------|
| Direction (myself) | 1 director     |
| 1 assistant ?      | 1 engineer     |
| 1 secretary ?      | 1 stenographer |

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|   |                  |
|---|------------------|
| 1 technical director ?                    | 1 chief engineer |
| representative of the director - MUSSGEUS |                  |
| 1 office manager ?                        | Seepolizel       |

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#### Technical Office

|                                     |                 |
|-------------------------------------|-----------------|
| 1 chief engineer - DITTRICH         | 1 head engineer |
| 1 chief architect - WILKEN          | 1 head engineer |
| 1 chief calculator - KASCH          | 1 head engineer |
| 1 machine engineer - ?              | 1 head engineer |
| 1 engineer for project control      | 1 head engineer |
| 1 engineer for construction control | 1 head engineer |
| 8 technical assistants              | 4 head experts  |
| (Fields: construction engineering   | 4 experts       |
| architecture                        |                 |
| industrial construction             |                 |
| general machine construction        |                 |
| electrical engineering              |                 |
| heating and ventilation             |                 |

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3 engineers for project control  
 3 engineers for construction control  
 3 draftsmen

3 experts (BIENHOFF)  
 3 experts (SCHLEGEL)  
 3 draftsmen

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Clerical Office

-----  
 3 clerks

Security Office

1 director (Seepolize1)  
 2 clerks (Seepolize1)  
 -----

Other Personnel:

4 drivers  
 1 reproduction worker  
 1 messenger

Total -- 40

9. Fifty per cent of the personnel were to be available on 1 Jan 53; one hundred per cent by 1 July 53 at the latest. Should the volume of construction increase considerably in 1954, which may be expected, the personnel plan for 1954 would have to be increased correspondingly.
10. Vice-admiral VERNER was placed in charge of the welfare of the Ruegen Harbor Project Office and was to supply the military personnel.
11. The Construction Administration (Bauverwaltung) of the Ministry of the Interior is responsible for the execution of all building projects, the performance of all machinery, and the delivery of electrical and other equipment. /See Enclosure (B), an organization chart of the Construction Administration./
12. The Ministry of the Interior was represented in the Governing Commission:
  - a. STOPH - Minister of the Interior
  - b. Lt. Gen. WEINBERGER, STOPH's representative, responsible for housing and construction administration
  - c. MAYER - State Secretary, director of Construction Administration.
13. Four construction unions were subordinate to the Construction Administration. The Bau Union North was created for Ruegen Harbor. The location of the construction union was Glowe; later it will be Bergen.  
 Director - SPIESS  
 Technical director - PFEFFER
14. The duties of the Construction Administration, that is, Bau Union North in particular, Planning Office, Stralsund, were as follows:
  - a. To accomplish all construction work in respect to work, equipment, materials, transportation, etc.

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- b. To take care of the necessary prerequisites for technically perfect and prompt completion of the individual projects.
  - c. To insure orderly compilation of the diagrams and the blueprints by the Planning Office, Stralsund.
  - d. To be responsible for orderly and correct calculations. It had responsibility over the entire financial setup.
  - e. To deliver all equipment.
15. The "operational half" of the organization was charged with the responsibility of the actual construction. Bau Union North had the responsibility for the construction of the Ruegen Harbor Project.

#### Construction Administration

Chief, Secretary-MAYER. Until the end of 1952, MAYER was Chief of Construction Group in the Ministry for Reconstruction.

Assistant Chief-Col. PRAESSLER. In 1945, PRAESSLER, as a 2nd Lieutenant, became a Soviet prisoner of war and did not return until 1950. Politically trained.

The Construction Administration's organization was similar to the Main Administration Construction in the Ministry for Reconstruction.

#### Bau Union North

Located in Glowe; will be moved to Bergen. This Union was established in the autumn of 1952. It will be concerned only with the Ruegenhafen construction project. Its personnel comprised 2,500 workers and 1,000 penal laborers. By the middle of 1953, its personnel will be increased to 5,000 men.

The technical and administrative personnel were obtained from the construction unions Rostock, Fuerstenberg/Oder and Brandenburg. The director, Mr. SPIESS, was formerly with the Construction Union Brandenburg; its technical director Mr. FFEIFFER, from the Construction Union Rostock.

The Design Department 1 at Stralsund was separated from the Ruegen Construction Industry on 31 December 1952 for the purpose of concentrating on Ruegen. The chief architect was Mr. WILKEN. The department comprised about 230 persons and was a very efficient organization.

#### Bau Union "Coast" at Stralsund

This organization was formerly subordinated to the Construction Industry. It was separated on 31 December 1952 with all its personnel, instruments, material, etc. and attached to the Ministry of the Interior. Its director at the time of my departure was BROMMER, former head of the Bau Union at Stralsund.

25X1 [ ] the Design Department 2 is in the process of being established at Stralsund. It was composed of the design groups Wolgast and Stralsund, which were previously subordinated to the bureau for economic matters (Buero-Wirtschaftsfragen).

The Bau Union "Coast" will be charged with the building of armed forces construction, except for Ruegen, in the entire Soviet Zone coastal area-- in particular naval installations. It is intended to increase the capacity of this organization by transferring additional groups of the Bau Unions Rostock and Wismar.

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Bau Union Northeast

Located in the area Pasewalk, Teterow, and Torgelow. This organization was started in the autumn of 1952. It experienced frequent changes of personnel in its leading positions.

It was set up from groups of Bau Unions Potsdam, Pasewalk, and various other smaller construction of numerous barracks within the above mentioned area. It is also charged with directing the planned construction "Prosa-Ruegen", exclusively Army constructions.

Bau Union South

Mr. SELBMANN was the director of this construction group. To establish this new construction organization, the Bau Union Dresden was forced to contribute several production departments. Accordingly, a similar arrangement was made for the establishment of the design department. Its task was the construction of airports and other installations for the Air Force.

Orders for the Seepolizei, one might say Navy, were issued to the Bau Union North by the Planning Office Ruegenhafen. It is intended that the same office will also become the allocating agency for the Bau Union "Coast".

16. Beyond doubt, after the establishment of the Armed Forces Ministry, the Construction Administration will be revised accordingly.

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furter Allgemeine" reported on 3 Feb 53, that WEINBERGER had been appointed Minister for Transportation and Agricultural Machine Construction.7

- ENCLOSURE (A) Organization Chart, Bauverwaltung, in the Ministry of the Interior
- ENCLOSURE (B) Organization Chart, Regierungs Kommission, Ruegenhafen--in Relation to the Ministry of the Interior

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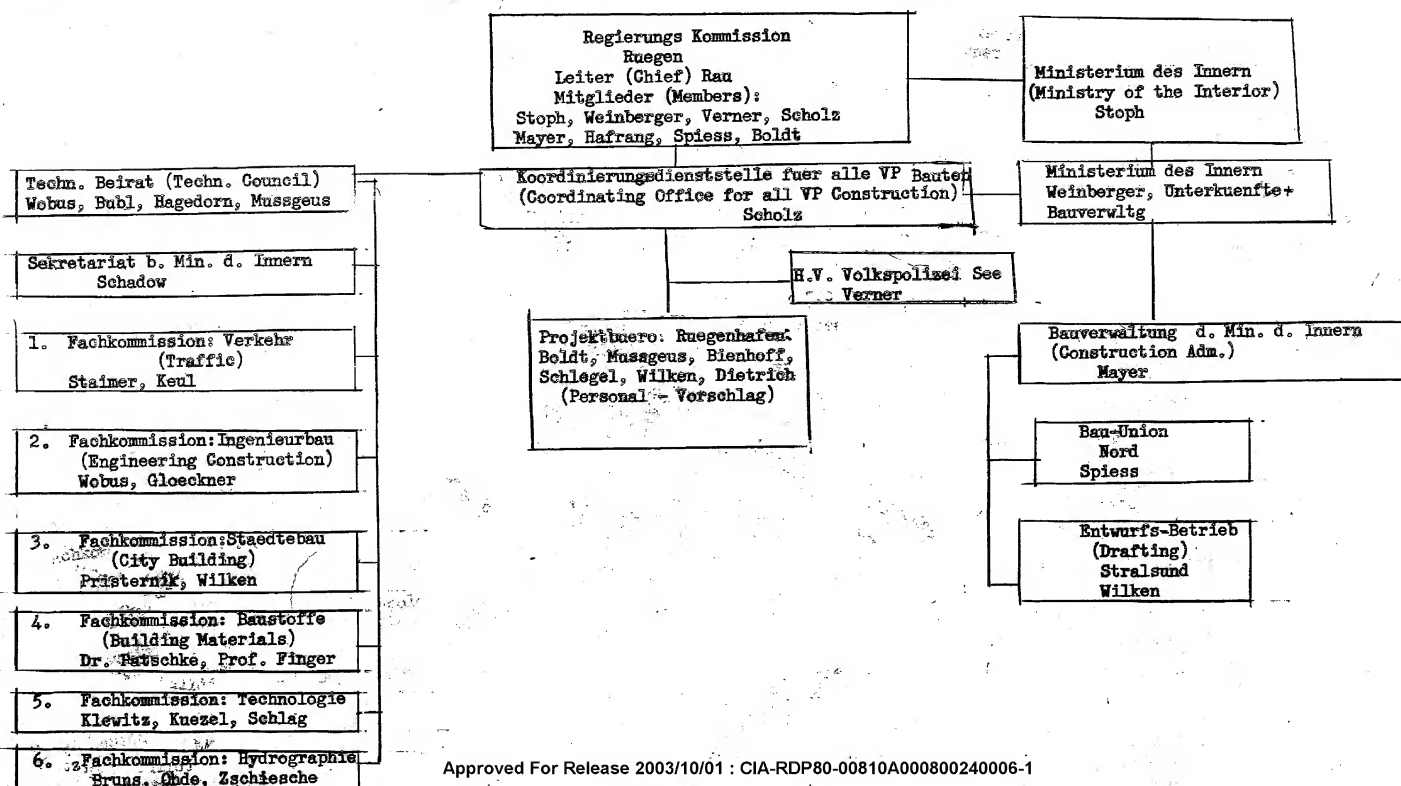


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Enclosure (A)

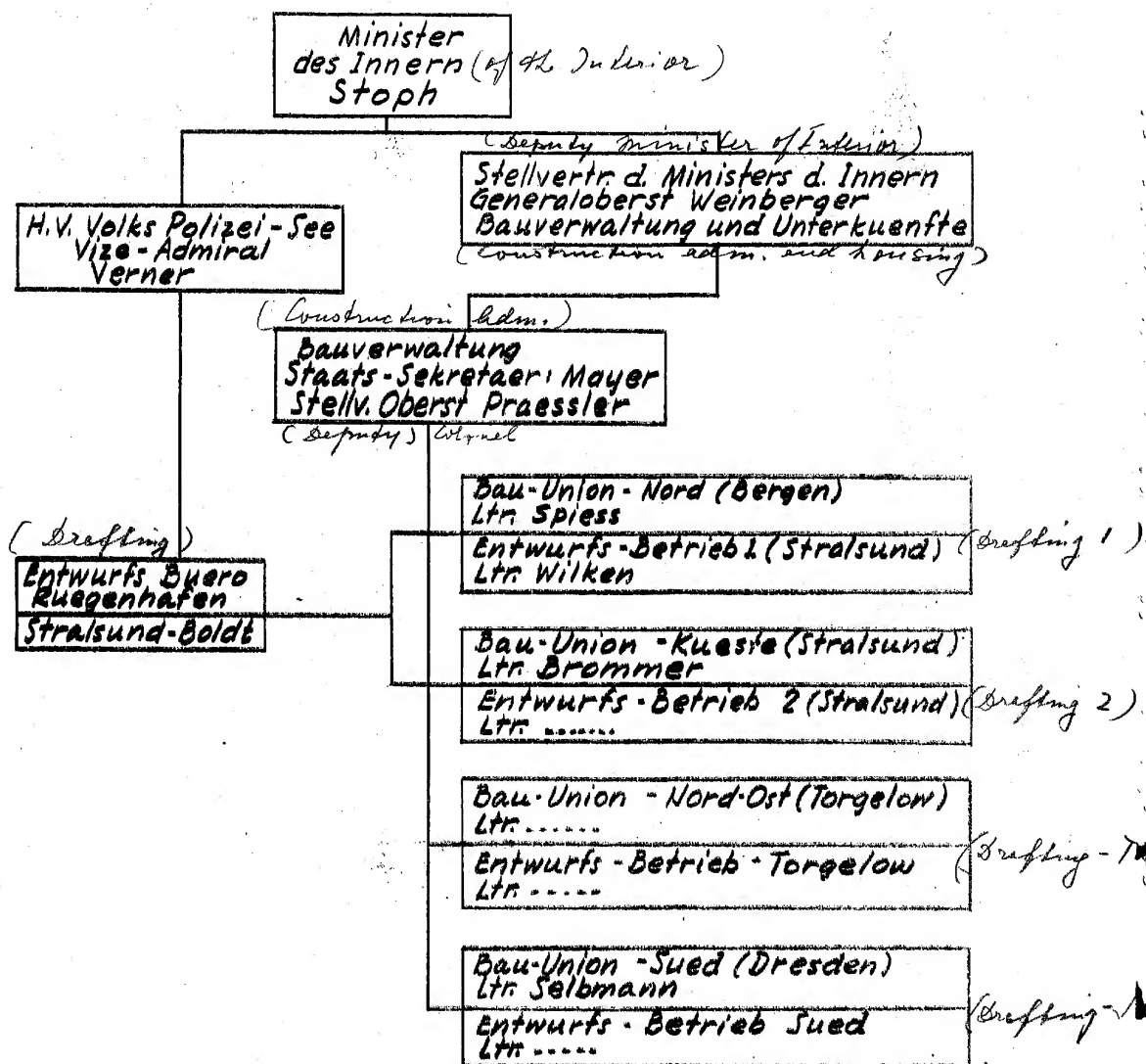
Organization Chart "Bauverwaltung" in the Ministry of the Interior



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ORGANIZATION CHART "REGIERUNGS KOMMISSION  
RUEGENHAFEN" in relation to the MINISTRY  
of the INTERIOR

Enclosure (B)

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